

PROPELLER INSPECTION CHECKLIST		INITIAL
1. PROPELLER BLADES A. Observe heater, fairings, airseals and rubber parts for poor adhesion, gouges, cuts, bubbles, or blisters due to overheating and exposed wires. B. Blade surfaces for damage such as scratches, cracks, nicks, gouges, pitting, corrosion, and lighting burns. C. Leading and trailing edges for nicks, pitting, flacking, gouges, and longitudinal cracks. D. Observe blade stencils for information and legibility. Check blade tips for warning strip. E. Blade gear segments for cracks, nicks, burrs, gouges.	A. B. C. D. E. 7 IV	
2. HUB MOUNTED BULKHEAD A. Check for proper position, security, and corrosion. B. Minor balance washers for position, quantity and security. C. Front spinner retaining ring for cracks, buckling, free expansion and retraction. D. Observe airseals and blade seal bracket.	A. B. C. D. 7 IV	
3. REAR SPINNER A. Observe skin for gouges, cuts, tears, abrasions, cracks, bubbles, or blisters and blade islands. B. Security. C. Electrical contacts for the front spinner for corrosion, pitting, and proper spring tension. D. Observe front spinner gage line "T" for position and legibility. E. Electrical connector straps for proper alignment, hardware, security.	A. B. C. D. E. 7 IV	
4. CONTROL ASSEMBLY A. Drain control assembly. B. Lockpin and ring for security. C. Pump housing for free rotation on hub extension and lateral play. D. Pulse Generator. 1. Generator to magnet gap of .80" to .130". 2. Magnet polarity. (positive pole outboard) 3. #3 blade for proper counterweight. E. Brush block for security, cracks, cleanliness, and brush contact with slipping. F. All electrical connectors for cleanliness, security, and serviceability. G. Bracket assembly. (horsecollar) 1. Security. 2. Electrical lead installation and hardware. 3. Observe rubber parts for adhesion, tears, and cuts. H. Valve housing cover. 1. Security and proper hardware. 2. NTS control lever for adjustment and actuation. 3. Control input lever for free travel and radial play. 4. Lateral play not to exceed 0.40". I. Check valve housing blade angle to assure it is identical to #1 blade angle. J. Torque retainer lug for cracks, hardware, security, and tangs for wear in excess or 0.006". K. Pressurized sump filler port flange for counterbore.	A. B. C. D. E. F. G. H. I. J. K. 7 IV	
PROPELLER SERIAL NUMBER _____		

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About the ITAOP/savePDF Method

The traditional Field-by-Field creation process is extremely ineffective and slow.

The only realistic option to create high-quality forms is the Insert-Text-Anywhere-on-Page (ITAOP) method.

The field creation process is about 10,000 times faster than the traditional method; the list of ITAOP features is not even available for the traditional method.

ITAOP savePDF method proved to be very simple and completely reliable for millions of users all over the world (incl. individuals, companies, organizations, government employees).

PROPELLER INSPECTION CHECKLIST (CONT)		INITIAL
5. PITCHLOCK REGULATOR A. <i>Spacer, rings control cam and preformed packings for servcability.</i>	A.	
	7 IVI	
6. DOME ASSEMBLY A. <i>Check feather stop rings for proper position.</i> B. <i>Rotating cam teeth and rotating pitchlock ratchet teeth for cracks, nicks, burrs, and gouges.</i> C. <i>Rotating ratchet helical compression springs for alignment.</i> D. <i>Security of dome shell.</i> E. <i>Assure serial number etched on stationary cam flange matches with serial number etched on propeller barrel.</i> F. <i>Transfer tube for straightness, corrosion, nicks, gouges, and burrs in low pitch stop and pitchlock channel seal areas.</i> G. <i>Check performed packing for serviceability.</i>	A.	
	B.	
	C.	
	D.	
	E.	
	F.	
	G.	
	7 IVI	
7. RETAINING NUTS A. <i>Check for burns, nicks, and gouges in threads, lock splines, and front cone mating surface.</i> B. <i>O-rings for servcability.</i>	A.	
	B.	
	7 IVI	
8. NOSE SPINNER A. <i>Observe surface for nicks, gouges, abrasions, discolorations or blistering due overheating and deterioration of polyurethane coating.</i> B. <i>Electrical contacts for corrosion and pitting.</i> C. <i>Observe nose spinner gage lines "T" for legibility and position.</i> D. <i>Nose spinner retention groove for cracks.</i>	A.	
	B.	
	C.	
	D.	
	7 IVI	
9. AFTERBODIES A. <i>Observe surface for nicks.</i> B. <i>Leads and flathead screws for security and insulation</i> C. <i>Observe rubber parts for adhesion, tears, and cuts.</i>	A.	
	B.	
	C.	
	7 IVI	
10. FRONT AND REAR CONES A. <i>Check for nicks, cracks, gouges, burr, and corrosion.</i>	A.	
	7 IVI	
11. SLIPRING A. <i>Observe for security and cleanliness.</i>	A.	
	7 IVI	
12. PROPELLER ASSEMBLY A. <i>Observe exterior and interior for cleanliness.</i> B. <i>Ohm out the control assembly and valve housing.</i> C. <i>Re-verify all serial numbers against workpackage.</i>	A.	
	B.	
	C.	
	7 IVI	
13. PROPELLER DOLLY ASSEMBLY A. <i>Check AF Form 244 for overdue and up coming inspection.</i> B. <i>Observe stand for any type of discrepancies.</i> C. <i>Ensure the prop box is cleaned out and everything within is wrapped or capped properly.</i>	A.	
	B.	
	C.	
	7 IVI	
PROPELLER SERIAL NUMBER _____		